

STATE OF CONNECTICUT

SITING COUNCIL

Re: The Connecticut Light and Power Company and The) Docket 272
United Illuminating Company Application for a)
Certificate of Environmental Compatibility and Public)
Need for the Construction of a New 345-kV Electric)
Transmission Line and Associated Facilities Between)
Scovill Rock Switching Station in Middletown and)
Norwalk Substation in Norwalk, Connecticut Including)
the Reconstruction of Portions of Existing 115-kV and)
345-kV Electric Transmission Lines, the Construction of)
the Beseck Switching Station in Wallingford, East)
Devon Substation in Milford, and Singer Substation in)
Bridgeport, Modifications at Scovill Rock Switching) September 20, 2004
Station and Norwalk Substation and the Reconfiguration)
of Certain Interconnections)

**UPDATED "HOMEWORK ASSIGNMENT" PRESENTED BY APPLICANTS
REGARDING PROPOSED ROUTE AND EAST SHORE ROUTES COMPARISON
AT THE HEARING ON JUNE 3, 2004 AND CORRECTED PAGE TO THE EAST
SHORE PRESENTATION MADE AT THE HEARING ON JUNE 2, 2004**

The Connecticut Light and Power Company ("CL&P") and The United Illuminating Company ("UI") (together, the "Companies") submit the attached updated table entitled Comparative Analysis "Proposed Route" vs. "East Shore Route" which contains updated and completed information. The original table was presented by the Companies' witness at the June 3, 2004 hearing and was admitted into evidence as Exhibit 104.

As a result of this update, the information contained in the presentation regarding the East Shore route made by the Companies' witnesses at the hearing on June 2, 2004 (Exhibit 101) should be corrected to reflect the number of "sensitive areas" identified. A correction page for the East Shore presentation is also attached.

An electronic version of the updated table and the correction page to the presentation will be sent, via e-mail, to the service list.

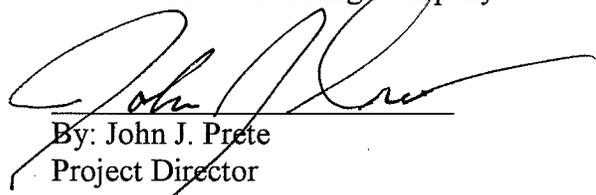
Respectfully Submitted,

The Connecticut Light and Power Company



By: Anne Bartosewicz
Project Director

The United Illuminating Company



By: John J. Prete
Project Director

cc: Service List



Comparative Analysis “Proposed Route” vs. “East Shore Route”³

	Proposed			Beseck to East Devon with all UG from East Shore to East Devon			Beseck to East Devon with UG/OH from East Shore to East Devon		
	Segment			Segment			Segment		
	1	2	Total	1	Beseck/East Shore/East Devon	Total	1	Beseck/East Shore/East Devon	Total
Clearing Acres	40.2	54.9	95.1	40.2	150.0	190.2	40.2	150.0	190.2
Cost (Millions) ¹	\$48.5	\$140.1	\$188.6	\$48.5	\$330	\$378.5	\$48.5	\$295	\$343.5
Homes within 150 feet	95	440	535	95	234	329	95	462	557
Sensitive Areas within 1200' ²	8	28	36	8	21	29	8	32	40

¹ Includes Overheads and AFUDC

² Per Public Act 04-246 (except “residential areas”)

³Information for Clearing Acres, Homes within 150 feet and Sensitive Areas within 1,200’ is only for the overhead portion of the route. The 1,200’ distance is used because it is the value used by The Office of the Attorney General in interrogatories dated December 19, 2003 concerning the number of statutory facilities along the proposed route. The Companies used the 1,200’ value when determining the Sensitive Areas for the East Shore Route so the Proposed Route and the East Shore Route could be compared using the same criteria. This distance is not relevant for estimating exposures to transmission line magnetic fields.

Corrected information is shown in bold red type
 New information is shown in bold italic blue type

Segment 2: Beseck to East Devon

Route	Homes within 1 to 150 feet	HB 5418 list of facilities (within 1200 feet of ROW)
Proposed	436	28

With UG-OH from East Shore to East Devon

Route	Homes within 1 to 150 feet	HB 5418 list of facilities (within 1200 feet of ROW)
Transmission ROW	454	32
Amtrak	465	26
Conrail	495	26

With All UG from East Shore to East Devon

Route	Homes within 1 to 150 feet	HB 5418 list of facilities (within 1200 feet of ROW)
Transmission ROW	226	21
Amtrak	237	18
Conrail	267	18